

Regional Aviation Strategic Plan (RASP)

June 2009

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- 1. Background**
- 2. RASP Objectives / Tasks**
- 3. Next Steps**

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Regional Aviation Strategic Plan

- Senate Bill 10 states that the Airport Authority must prepare the Regional Aviation Strategic Plan by 2011.

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Regional Aviation Strategic Plan

- RASP will identify strategies to improve regional airport system performance by:
 - Considering each airport's existing and future aviation capacity and resources
 - Identifying facilities to accommodate both air transportation and ground access system demand at airports in San Diego County and neighboring regions

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Regional Aviation Strategic Plan

- SB 10 also requires SANDAG to prepare an Airport Multimodal Accessibility Plan (AMAP) by 2013.
- The AMAP will develop a multimodal strategy to improve surface transportation access to airports both within San Diego County and between neighboring regions.

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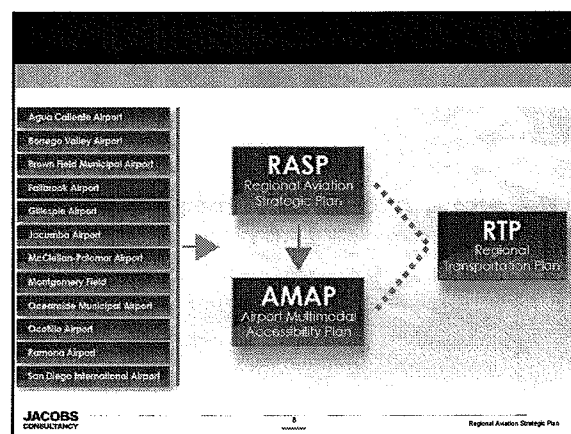
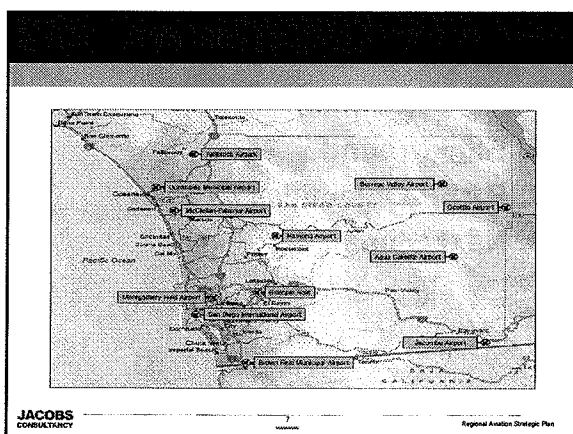
Regional Aviation Strategic Plan

- SANDAG will incorporate information from the RASP and AMAP in the 2011 update to the Regional Transportation Plan.

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Regional Aviation Strategic Plan



- Data Gathering and Model Development
 - Base data and inventory
 - Regional aviation demand forecast review
 - Existing airport system capacity
 - Develop aviation demand analysis tools

- System Concepts and Strategies
 - System airport concepts and their potential impact on individual airports
 - Concept evaluation
 - Implementation strategies

- RASP Implementation Plan
 - Potential regional aviation facility improvements
 - Potential financing strategies
 - Report and summary materials

- February 2009
 - Aviation demand forecast for San Diego County airports
- February – August 2009
 - Aviation demand/allocation/service models development
- March 2009
 - Presentation of forecast and inventory to RASP Subcommittee
- April 2009
 - Report to the Airport Advisory Committee
- May – August 2009
 - Existing airport system capacity study
- August – December 2009
 - Airport system baseline developed

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Share Your Comments
info@sdrasp.com

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Regional Aviation Strategic Plan

Airport Multimodal Accessibility Plan

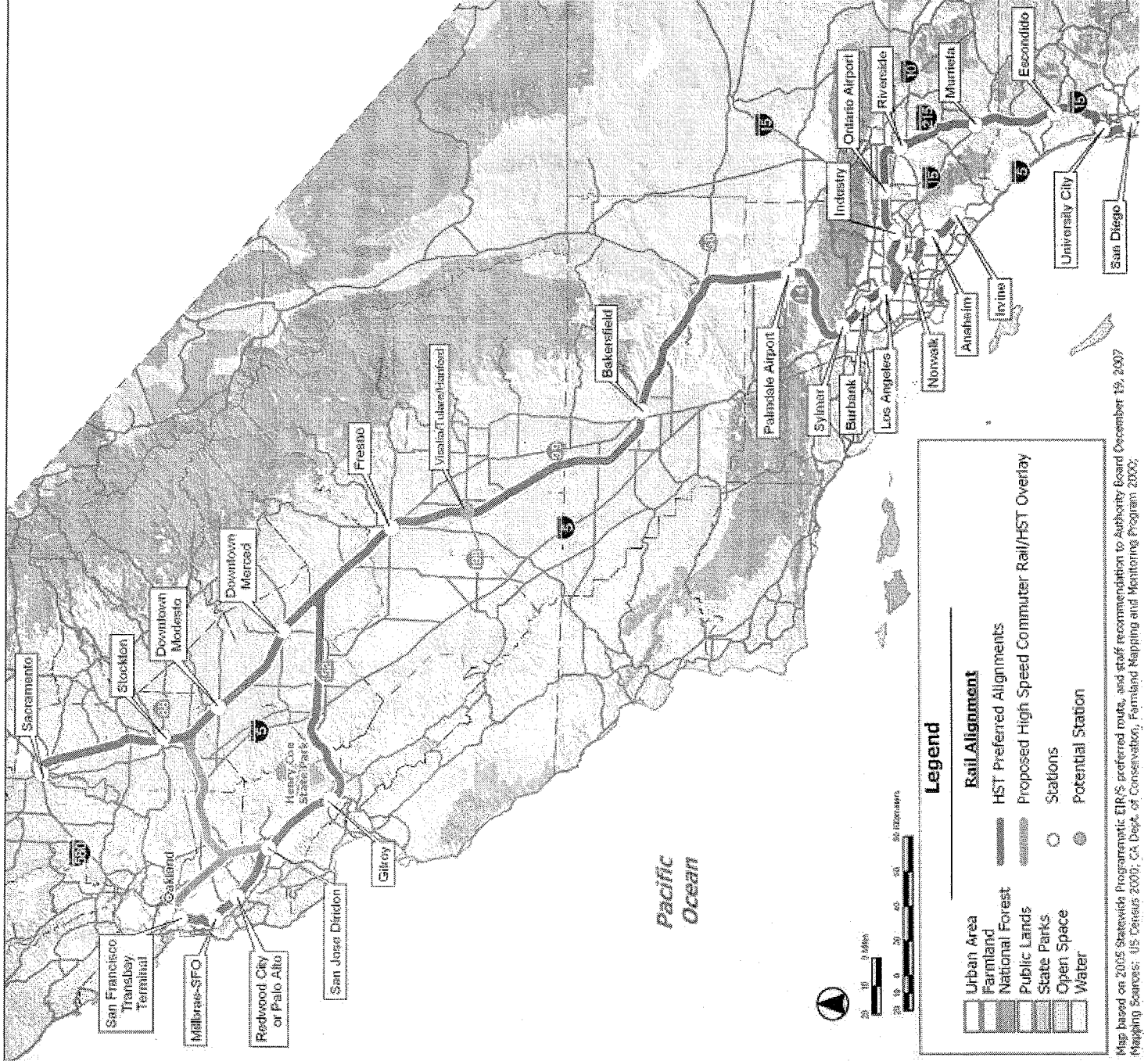
- **Phase 1 – Air-Rail Connections**
Currently Underway
- **Phase 2 – Multimodal Connections**
Scheduled for Fall 2009

Linda Culp,
San Diego Association of Governments



California High-Speed Rail Authority

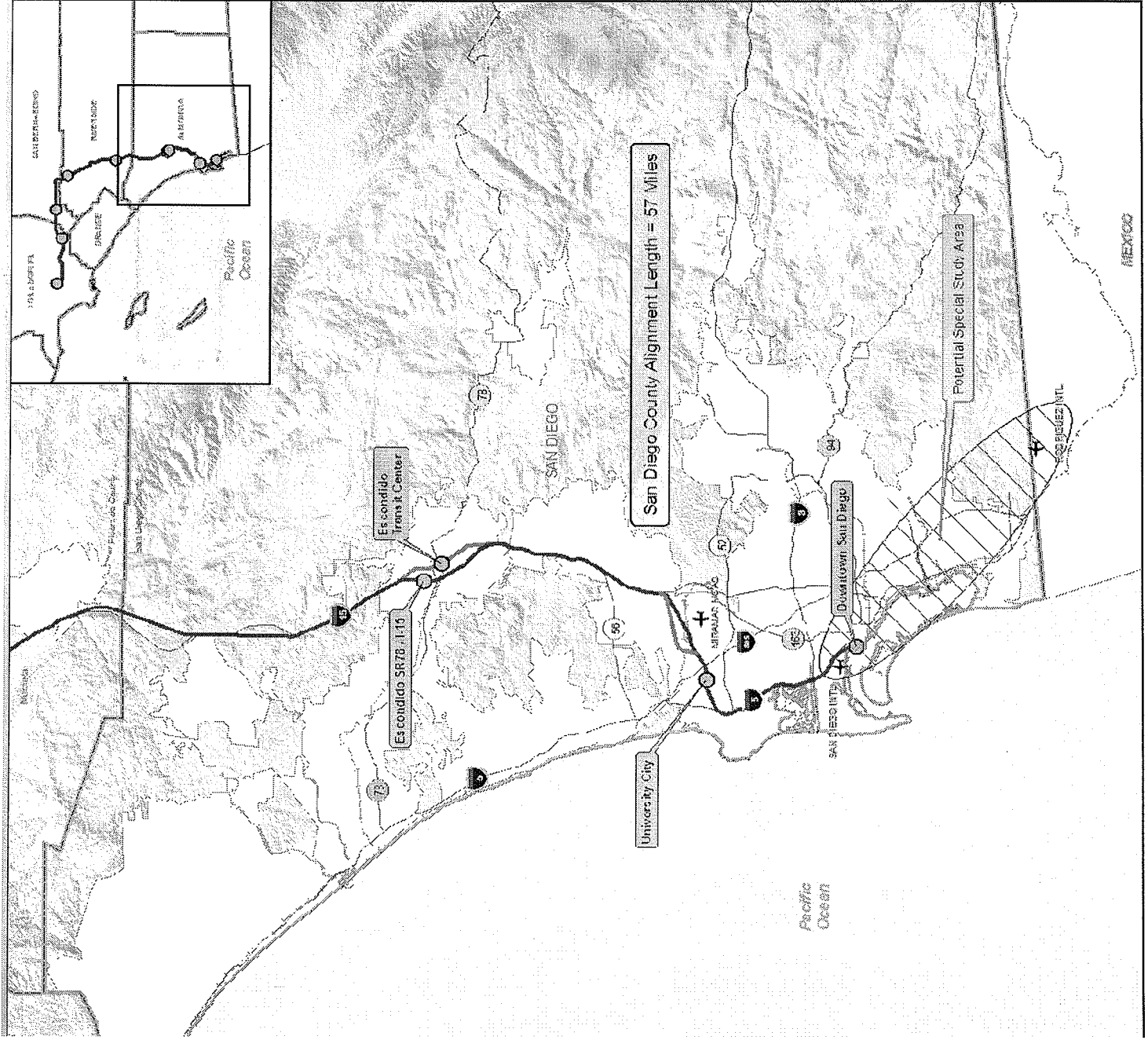
Proposed High-Speed Train Network



Map based on 2005 Statewide Programmatic EIR's preferred route, and staff recommendation to Authority Board December 19, 2007.
Mapping Sources: US Census 2000; CA Dept. of Conservation; Farmland Mapping and Monitoring Program 2000.

San Diego Proposed Alignment

SANDAG Special Study to Tijuana International





Airport Multimodal Accessibility Plan

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REGIONAL AVIATION STRATEGIC PLAN (RASP) AND AIRPORT MULTIMODAL ACCESSIBILITY PLAN (AMAP) Frequently Asked Questions

What is the Regional Aviation Strategic Plan?

Senate Bill 10, authored by Senator Christine Kehoe and passed in 2007, mandates that the San Diego County Regional Airport Authority (Airport Authority), in collaboration with the San Diego Association of Governments (SANDAG), prepare a Regional Aviation Strategic Plan (RASP) to identify workable strategies to improve the performance of the regional airport system in San Diego County.

The Regional Aviation Strategic Plan (RASP) will identify strategies to improve the performance of the San Diego County regional airport system, taking into account all the airports in San Diego County. The key elements are:

- Forecasting air passenger and air cargo demand in San Diego County
- Identifying existing capacity of all civilian airports in the county for both commercial and general aviation
- Identifying facilities required to accommodate additional demand both for the air transportation system and ground access system at civilian airports in San Diego County
- Determining the amount of funding that can be expected and likely funding sources
- Incorporating the master plans and airport land use compatibility plans, existing and currently under development, for all airports in San Diego County
- Assess military airports' operations only in terms of airspace issues
- Considering interregional aviation plans from the regions bordering San Diego County and opportunities at airports outside the San Diego region

RASP is intended to answer the question, "How can we best utilize and connect civilian airports in the county to meet regional demand?" The goal of the RASP is to create an integrated plan for the county's civilian airports that looks for opportunities to allocate demand and collaborate. The plan will accomplish the following:

- Determine roles each airport plays to improve the region's air transportation infrastructure
- Integrate San Diego International Airport with other transportation resources, including freeways, rail and public transit

What airports are involved?

- | | |
|-----------------------------------|-------------------------------|
| • San Diego International Airport | • Jacumba Airport |
| • Agua Caliente Airport | • McClellan-Palomar Airport |
| • Borrego Valley Airport | • Montgomery Field |
| • Brown Field Municipal Airport | • Ocotillo Airport |
| • Fallbrook Airport | • Oceanside Municipal Airport |
| • Gillespie Field | • Ramona Airport |

* Military airports are to be considered only to evaluate any airspace operations impacts or issues.

Who is involved in the project?

Regional stakeholders are involved in this integrated process. Partners in this effort include:

- San Diego County Regional Airport Authority
- SANDAG, representing the 18 incorporated cities and the County of San Diego
- Civilian and military airport operators in San Diego County
 - City of San Diego
 - County of San Diego
 - City of Oceanside
- Appropriate federal and state agencies (Federal Aviation Administration, Caltrans Division of Aeronautics)
- Regional transportation agencies (Metropolitan Transit System, North County Transit District, California High-Speed Rail Authority)
- Public and airport stakeholders

What about Rodriguez Airport in Tijuana and other airports in Southern California?

Rodriguez Airport in Tijuana, along with airports in neighboring counties, will be considered as potential facilities to serve regional aviation demand from San Diego County. The RASP will consider these airports based upon those airports' own forecasts regarding demand, capacity and transportation linkages.

What is the timeline for the project? How long will this take?

SB 10 mandates the RASP must be completed by June 30, 2011.

Why is the RASP being done, and how is it being funded?

San Diego International Airport is approaching capacity as our region continues to attract residents and visitors. Therefore it is critical that the region examines how to make the best use of the resources available – including smaller regional airports – to ensure safe, efficient, convenient air services. No funding was provided by SB 10 when this process was mandated by law. No tax dollars are being used for this effort; however, the Airport Authority has received an FAA grant to cover eligible costs.

How is this project different from Destination Lindbergh?

While Destination Lindbergh considers the future of San Diego International Airport (SDIA) at Lindbergh Field, the RASP takes into account all airports in the county and the region's air travel needs, including cargo and general aviation aircraft, and anticipated growth in air travel needs.

What is the Airport Multimodal Accessibility Plan?

Where the RASP will identify the airport infrastructure needed to meet future aviation demand, the Airport Multimodal Accessibility Plan (AMAP), also mandated by SB 10, will identify surface transportation infrastructure needs associated with future airport expansion.

As a first step in completing the AMAP, SANDAG will complete a San Diego Regional Air-Rail Network Study that will address:

1. Airports in southern California that could serve passengers in the San Diego region, and the potential for high-speed and commuter rail to connect San Diego to these facilities.
2. The possibility for future high-speed passenger rail systems to alleviate short-haul demand at SDIA and free up capacity for long haul or international flights. SANDAG is coordinating this effort with the Airport Authority, the Southern California Association of Governments (SCAG), California High-Speed Rail Authority, San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC).

How does the RASP integrate with the AMAP?

The development of the RASP and the AMAP will be a coordinated process between the Airport Authority and SANDAG. The overall schedule is designed to allow the RASP and AMAP to be incorporated into the next update of the Regional Transportation Plan.

How will the recommended RASP and AMAP strategies be integrated into the 2011 SANDAG Regional Transportation Plan?

The Regional Transportation Plan (RTP) is an integrated set of public policies, strategies and investments designed to maintain, manage and improve the transportation system in the San Diego County region.

SANDAG is required under federal law to update the RTP every four years, with the next update scheduled for 2011. While SB 10 does not require the Airport Authority to complete the first RASP until June 30, 2011, and SANDAG is not required to complete the first AMAP until December 31, 2013, both agencies intend to include projects and policies developed from the RASP, AMAP, Destination Lindbergh, and the Regional Air-Rail Network Study, to the extent they are complete, in the 2011 update of the RTP.

How will high-speed rail connect with airports?

With the passage of Proposition 1A in November 2008, planning for high-speed rail in California will proceed. All high-speed train stations could be multi-modal transportation hubs that will link directly to local and regional transit systems, airports, and highways. For San Diego International Airport at Lindbergh Field, an Intermodal Transportation Center is being contemplated for the north side of the airport as part of the Destination Lindbergh process.

Since 1993, the State of California has authorized the study of an intercity, high-speed train (HST) system that will connect the state's metropolitan areas, including San Diego. The California High-Speed Rail Authority is the statewide agency charged with the planning and construction of this system.

San Diego's proposed connection will begin in downtown San Diego and follow the main rail corridor north, adjacent to Lindbergh Field, turning east in the University City area to Interstate 15, where it will parallel the freeway for the remainder of the route in San Diego County. The route continues north through the Inland Empire to Los Angeles, with a station planned near Ontario International Airport and a possible connection to San Bernardino International Airport. SANDAG will also study the possibility of extending this route to the International Border and Tijuana's Rodriguez Airport. When finished, this system could provide San Diegans with a high-speed connection to several southern California airports.

Is this just another site selection campaign?

Not at all. As mandated by state law, the RASP is to assess potential strategies to distribute aviation/airport, ground access and connectivity functions around the regional airport system and maximize the utilization of San Diego County's airport facilities, rather than consolidating aviation operations ground access at one facility.

With the economy the way it is, aren't fewer people traveling these days? Why do we need to go through this?

As the region's economy is forecast to grow long-term, San Diego County must be proactive in planning for the anticipated demand for air service and the aviation industry's next inevitable growth phase. The Airport Authority will make recommendations to the entities with jurisdiction over civilian airports based on the information compiled through this strategic planning process. The final decision to implement recommendations rests with the individual airport operators in the regional system.

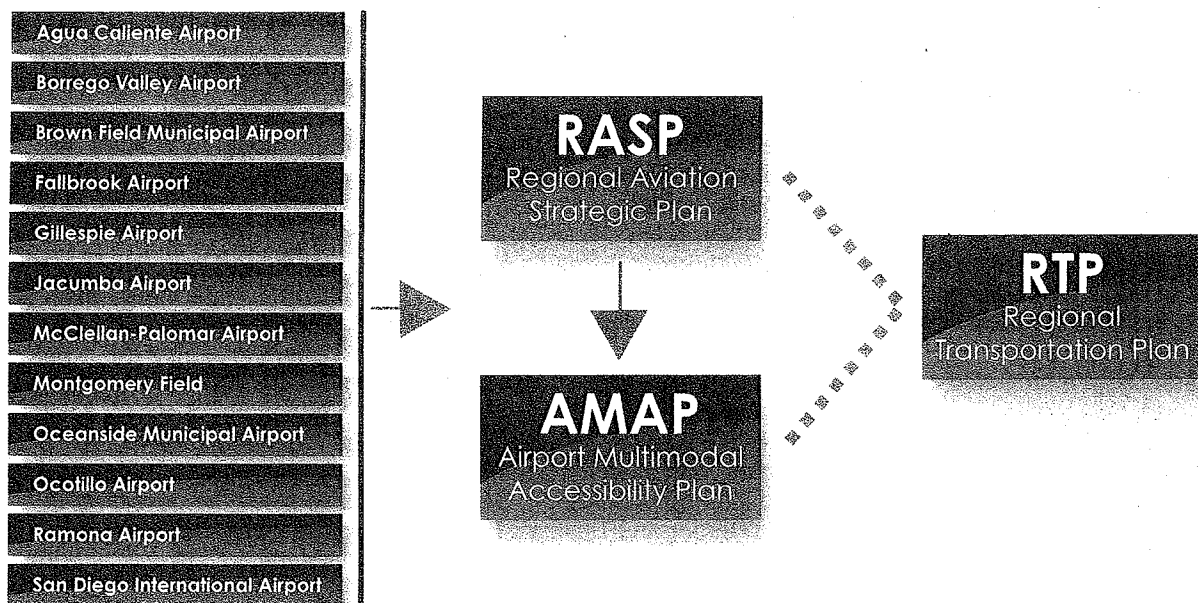
How can I get more information and provide input?

Public input is welcome. In 2009, public meetings will be scheduled to inform airport stakeholders about the plan and its goals, and to gather community input. For more information, visit www.sdrasp.com. Submit questions and comments via e-mail at info@sdrasp.com.

San Diego County Is Going Places

Planning Our Transportation Future

Whether you're headed to Orange County on a train, downtown on the trolley, cross-country on an airplane or to work or home in your car, San Diego County residents want the smoothest, easiest ride. That's why the San Diego County Association of Governments (SANDAG) and the San Diego County Regional Airport Authority are working hand-in-hand with other agencies on a series of related planning efforts to improve mobility around our airports and across the region.



RASP

Looking beyond Lindbergh Field, the **Regional Aviation Strategic Plan** will take a comprehensive look at the airports in the county (and adjacent regions) to better understand how San Diego County might best utilize its existing airport infrastructure and airspace in coming years. Mandated by California Senate Bill 10 (SB10) authored by Senator Christine Kehoe in 2007, this study is being led by the Airport Authority in partnership with SANDAG, and is due to be completed in 2011.

AMAP

The **Airport Multimodal Accessibility Plan**, also mandated by SB10, will look at different surface transportation modes (automobile, rail, bus and potential high-speed rail) to improve access to and from the region's airports. Led by SANDAG, this study is due to be completed in 2013 and will incorporate the Regional Aviation Strategic Plan. In turn, the Airport Multimodal Accessibility Plan will be incorporated into the Regional Transportation Plan.

As phase 1 of the Airport Multimodal Accessibility Plan, SANDAG is leading a Regional Air-Rail Network Study to look at potential high-speed and commuter rail connections between San Diego County and other airports in Southern California and Mexico.

RTP

The **Regional Transportation Plan** is a blueprint for San Diego County's transportation future as the region continues to grow. The Regional Transportation Plan will include elements of the Regional Aviation Strategic Plan and Airport Multimodal Accessibility Plan, and will integrate public policies and strategies to help manage the region's entire transportation system. The Regional Transportation Plan is updated by SANDAG every four years, with the next update due in 2011.

For more information about these planning processes, visit www.sdrasp.com and www.sandag.org.



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY



REGIONAL AVIATION STRATEGIC PLAN Fact Sheet

WHAT

Senate Bill 10, authored by Senator Christine Kehoe and passed in 2007, mandates that the San Diego County Regional Airport Authority (Airport Authority), in collaboration with the San Diego Association of Governments (SANDAG), prepare a Regional Aviation Strategic Plan (RASP) to identify workable strategies to improve the performance of the regional airport system in San Diego County. Providing air transportation is essential to the transportation needs and economic growth of the San Diego County region. Each airport's aviation capabilities and resources will be carefully considered to ensure maximum efficiency and utilization. The Airport Authority has launched a two-year process to develop long-range recommendations for all of the county's civilian airports with the goal of improving the performance of the regional airport system. The RASP will provide input to SANDAG's next update of the Regional Transportation Plan (RTP) in 2011.

WHO

Stakeholders involved in this effort

- San Diego County Regional Airport Authority
- All 18 incorporated cities in San Diego County, represented by SANDAG
- Civilian airport operators in San Diego County
 - City of San Diego
 - County of San Diego
 - City of Oceanside
- Appropriate federal and state agencies (FAA, Caltrans Division of Aeronautics)
- Airport operators in regions adjacent to San Diego County
- Regional transportation agencies (MTS, NCTD)
- Public and airport stakeholders

WHEN

As mandated in SB 10, the RASP must be completed by June 30, 2011.

HOW

Although no funding was provided by the Legislature when SB 10 mandated this work, the Airport Authority is funding the RASP to identify strategies to improve the performance of the San Diego County regional airport system, taking into account all the civilian airports in San Diego County. No local tax dollars are being used, however the Airport Authority has received an FAA grant to cover some eligible costs.

The RASP will:

- Forecast air passenger, air cargo and general aviation demand in San Diego County
- Identify existing capacity of civilian airports in the county for commercial aviation
- Identify facilities required to accommodate additional demand both for the air transportation system and ground access system at civilian airports in San Diego County
- Determine the amount of funding that can be expected and likely funding sources
- Incorporate the master plans and airport land use compatibility plans, existing or currently under development, for civilian airports in San Diego County
- Consider interregional aviation plans from the regions bordering San Diego County
- Evaluate military airports' operations only in terms of airspace issues.

PUBLIC INVOLVEMENT

Public input is welcome. In 2009, public meetings will be scheduled to inform airport stakeholders about the plan and its goals, and to gather community input. For more information, visit www.sdrasp.com. Submit questions and comments via e-mail at info@sdrasp.com.

AIRPORT MULTIMODAL ACCESSIBILITY PLAN

Fact Sheet

WHAT

SB 10 also requires the development of an Airport Multimodal Accessibility Plan (AMAP), an effort to be led by the San Diego Association of Governments (SANDAG) and coordinated with the Airport Authority. Where the RASP will identify the airport infrastructure needed to meet future aviation demand, the AMAP will identify surface transportation infrastructure needs associated with future airport expansion.

WHO

Stakeholders involved in this effort

- SANDAG, representing the 18 incorporated cities and the County of San Diego
- San Diego County Regional Airport Authority
- Civilian airport operators in San Diego County
 - City of San Diego
 - County of San Diego
 - City of Oceanside
- Appropriate state and federal agencies (e.g., Caltrans, California High-Speed Rail Authority, FAA)
- Regional transportation planning agencies and metropolitan planning organizations in regions adjacent to San Diego County
- Public

WHY

The RASP will identify aviation facilities that will help meet the future demand for air capacity. These facilities will require a multimodal transportation strategy for efficient, safe, and convenient access including high-speed rail, public transportation, and highway improvements. The AMAP will identify these surface transportation infrastructure needs and policies.

WHEN

As stated in SB 10, the RASP must be completed by June 30, 2011. However, SANDAG and the Airport Authority plan to have the major infrastructure and policy strategies developed so that they may be incorporated into the 2011 San Diego Regional Transportation Plan.

HOW

As a first step in completing the AMAP, SANDAG will complete a San Diego Regional Air-Rail Network Study that will address: (1) airports in southern California that could serve passengers in the San Diego region, and the potential for high-speed and commuter rail to connect San Diego to these facilities; and (2) the possibility for future high-speed passenger rail systems to alleviate short-haul demand at SDIA and free up capacity for long haul or international flights. SANDAG is coordinating this effort with the Airport Authority, the Southern California Association of Governments (SCAG), California High-Speed Rail Authority, San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC).

The development of the RASP and the AMAP will be a coordinated process between the Airport Authority and SANDAG. The overall schedule is designed to allow the RASP and AMAP to be incorporated into the next update of the Regional Transportation Plan.

Phase 2 will include analysis on the public transportation, highway, and other modal needs in order to efficiently serve these aviation facilities.

PUBLIC INVOLVEMENT

Public involvement will be a key component of both the RASP and AMAP. Information will be available at public meetings, at SANDAG Board of Directors and Transportation Committee meetings, and via the Web sites at both www.sdrasp.com or www.sandag.org.